

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, ~~SAILING SHIP, TANKER.~~)

Ship's Name <b>BONNA</b> <del>S.S. "SALT LAKE PARK"</del> <del>WARRONT</del>	Official Number <del>176592</del>	Nationality and Port of Registry <del>British</del> Montreal, P.Q. <b>PANAMA</b>	Gross Tonnage <del>2166.01</del> <b>7211</b>	Date of Build <b>1944</b>	Port of Survey <b>Victoria, B. C.</b>
Moulded Dimensions: Length <sup>417.35</sup> <del>416.50'</del> Breadth <b>56.90'</b> Depth <b>(37.33' to Upper Deck</b> <i>To centre of main steel.</i> <b>(28.58' to 2nd Deck</b>					Surveyor's Signature <i>[Signature]</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>16,600</b> tons					Particulars of Classification <b>(Contemplated)</b> <b>* 100 A.1. with freeboard, corresponding to a Summer Moulded Draught of 26'-10".</b>
Coefficient of fineness for use with Tables <b>.771</b>					

Depth for Freeboard (D). Moulded depth ... <b>37.33'</b> Stringer plate ... <b>.06'</b> Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$ Depth for Freeboard (D) = <b>37.39</b>	Depth correction. (a) Where D is greater than Table depth (D-Table depth) R= $(37.39-27.82) \times 3 = +28.71$ <i>9.57</i> (b) Where D is less than Table depth (if allowed) (Table depth-D) R= If restricted by superstructures	Round of Beam correction. Moulded Breadth (B) <b>56.9'</b> Standard Round of Beam = $\frac{B \times 12}{50} = 13.66$ Ship's Round of Beam = <b>14.00"</b> Difference <b>.34</b> Restricted to Correction = $\frac{\text{Diff}^{\circ}}{4} \times \left(1 - \frac{S_1}{L}\right) = \frac{.34}{4} = -.09$
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### DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ...					
" overhang ...					
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed ...					
" overhang aft ...					
" overhang forward ...					
F'cle enclosed ...					
" overhang ...					
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" " forward ...					
Total ...					

FLUSH DECK

Standard Height of Superstructure \_\_\_\_\_

" " R.Q.D. \_\_\_\_\_

Deduction for complete superstructure \_\_\_\_\_

Percentage covered  $\frac{S}{L} =$  \_\_\_\_\_

" "  $\frac{S_1}{L} =$  *Nil.*

" "  $\frac{E}{L} =$  \_\_\_\_\_

Percentage from Table, Line A.  
(corrected for absence of forecastle (if required))

Percentage from Table, Line B.  
(corrected for absence of forecastle (if required))

Interpolation for bridge less than .2L (if required)

Deduction = *Nil.*

### SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate Ins.	Effective Ordinate	S M	Product
A.P. ...	51.73	1	51.73	55.00	55.00	1	55.00
1/2L from A.P. ...	23.02	4	92.08	23.25	23.25	4	93.00
1/4L " ...	5.69	2	11.38	6.50	6.50	2	13.00
Amidships ...	-	4	-	-	-	4	-
1/4L from F.P. ...	11.38	2	22.76	11.63	11.63	2	23.26
1/2L " ...	46.04	4	184.16	46.75	46.75	4	187.00
F.P. ...	103.47	1	103.47	105.00	105.00	1	105.00
Total ...			465.58				476.26

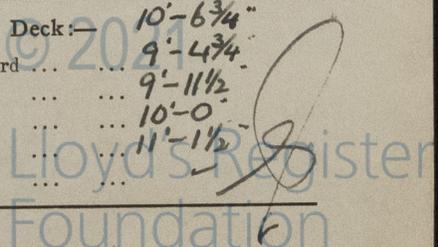
Correction =  $\frac{\text{Difference between sums of products}}{18} \left( \frac{.75 - \frac{S}{2L}}{.18} \right) = \frac{10.68}{18} \times .75 = -.45$

If limited on account of midship superstructure. *No. Flush Deck*

If limited to maximum allowance of 1 1/2 ins. per 100 ft. ✓

Deduction for Tropical Freeboard.	Deduction for Fresh Water.	TABULAR FREEBOARD corrected for Flush Deck (if required)	83.21
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line	Correction for coefficient.	88.78
Depth to Freeboard Deck = 37.39	$\Delta = 13760$	Depth Correction ...	28.71
Summer freeboard = 10.56	Tons per inch immersion at summer load water line	Deduction for superstructures ...	-
Moulded draught (d) = 26.83	$T = 4820$	Sheer correction ...	.45
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 6.71 = 6 3/4	Deduction = $\frac{\Delta}{40T}$ inches = 7 1/4	Round of Beam correction ...	26.74
Addition for Winter North Atlantic Freeboard (if required) =		Correction for Thickness of Deck amidships ...	-
		Other corrections, scantlings, etc. To correspond to summer moulded draught 26'-10"	9.80
			38.51
			54
			+ 37.97
			Summer Freeboard = 126.75

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, <del>Wood</del> Steel, Deck: <b>10'-6 3/4"</b>	
Tropical Fresh Water Line above Centre of Disc ...	<b>14"</b> Tropical Fresh Water Freeboard ... <b>9'-4 3/4"</b>
Fresh Water Line " " ...	<b>7 1/4"</b> Fresh Water " " ... <b>9'-11 1/2"</b>
Tropical Line " " ...	<b>6 3/4"</b> Tropical " " ... <b>10'-0"</b>
Winter Line below " " ...	<b>6 3/4"</b> Winter " " ... <b>11'-1 1/2"</b>
Winter North Atlantic Line " " ...	Winter North Atlantic " " ...



A new form should be prepared if any alterations that affect the freeboard have been made. If no such alterations have been made, the Surveyor should endorse the form on this side with his signature and the date.

Victoria, B. C.

1944

British

1944

1944

May, 1944

Montreal, P. Q.

(87.33' to Upper Deck)  
(88.33' to 2nd Deck)  
18.00

88.33'

87.33'

(Continued)

\* 100 A.I. with freeboard  
corresponding to a  
Notified Draught of 28'-10"

88.33'

87.33'

88.33'

14.00

BURRARD DRY DOCK

100.00

88.33

87.33

88.33

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11.66

87.33

100.00

Trade of ship.....

(This is Victoria Machinery Depot's first "Victory" ship similar in type to  
(Burrard Dry Dock Co. Ltd., North Vancouver, B. C. (Yard No. 180)

Names of sister ships.....

Builder's name and yard number.....

Victoria Machinery Depot Co. Ltd., Victoria, B. C. (Yard No. 34)

Owners.....

Minister of Munitions and Supply of Canada.

Fee

\$ 100.00 ff

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Foundation